

Appendix P-2




Los Angeles Department of Transportation
Assessment Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3939 S. Figueroa St
DOT Case No. CEN 15-43176

Date: August 10, 2015

To: Karen Hoo, City Planner
Department of City Planning

From:  Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED LOS ANGELES FOOTBALL CLUB STADIUM PROJECT LOCATED AT 3939 SOUTH FIGUEROA STREET**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Fehr and Peers, dated August 2015, for the proposed Los Angeles Football Club Stadium project located at 3939 South Figueroa Street. The project proposes to construct a 22,000 seat stadium with 119,000 square feet of ancillary uses. The purpose of the transportation analysis was to evaluate the potential impacts of the vehicle trips associated with the ancillary uses, since game or event-day trips have already been evaluated in the original Los Angeles Memorial Sports Arena Redevelopment Project environmental impact report (EIR). In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed development is not expected to result in any significant traffic impacts at the fourteen study intersections identified for detailed analysis. The results of the traffic impact analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct an approximately 22,000 seat stadium and 119,000 square-feet of ancillary uses which would include 35,000 square-feet of conference space, 25,000 square-feet of office space, a 40,000 square-foot museum, a 30,000 square-foot team store, and 14,000 square-feet of restaurant uses (including high-turnover and fast food). A small portion of the retail and restaurant uses would be located along the project's Figueroa Street frontage. The site is currently occupied by the existing Los Angeles Sports Arena, which would be demolished to accommodate the proposed project. The study indicated that the

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

project would provide either a 250 parking space surface lot or practice fields. Vehicular access would be accommodated via two-way driveways on Exposition Park Drive (off of Figueroa Street) and via Martin Luther King Jr. Boulevard. The project is expected to be completed by 2018.

B. Trip Generation

On non-event days, the project's ancillary uses are estimated to generate a net increase of 2,615 daily trips, 89 trips in the a.m. peak hour, and 260 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. Consistent with DOT's traffic study guidelines, these totals include trip reduction credits to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

The Mobility Element of the General Plan is currently being updated. A key feature of the updated plan is the revision of street standards to provide better balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The updated Mobility Element recommends that Figueroa Street and Martin Luther King Jr. Boulevard be redesignated to an Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way.

The new designations and dimensions identified in the updated Mobility Element have gone through extensive public review and internal City review by DOT, City Planning, BOE and the Bureau of Street Services. On August 4, 2015, the Transportation and Planning Land Use and Management Committees of the City Council recommended approval of the new Mobility Element. Although not yet adopted by the full City Council, DOT recommends that the applicant be subject to the roadway dimensions listed above for Figueroa Street and Martin Luther King Jr. Boulevard. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that it may provide 250 parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways. The conceptual site plan for the project is illustrated in **Attachment 3**.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8472.

Attachments

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c: Angie English Reyes, Council District No. 9
Gregg Vandergriff, BOE
Merhdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Tom Gaul, Fehr and Peers

Attachment 1
3939 S. Figueroa St

TABLE 6
FUTURE PLUS PROJECT
INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project		Future Plus Project		Project Increase In V/C	Significant Impact
				V/C	LOS	V/C	LOS		
1	Vermont Ave	Exposition Blvd	Weekday AM	0.914	E	0.915	E	0.001	NO
			Weekday PM	0.775	C	0.780	C	0.005	NO
2	Vermont Ave	Martin Luther King Jr Blvd	Weekday AM	0.844	D	0.853	D	0.009	NO
			Weekday PM	0.808	D	0.816	D	0.008	NO
3	Hoover St	Martin Luther King Jr Blvd	Weekday AM	0.738	C	0.738	C	0.000	NO
			Weekday PM	0.550	A	0.563	A	0.013	NO
4	Figueroa St	Exposition Blvd	Weekday AM	1.072	F	1.072	F	0.000	NO
			Weekday PM	0.948	E	0.955	E	0.007	NO
5	Figueroa St	Flower St	Weekday AM	0.599	A	0.602	B	0.003	NO
			Weekday PM	0.521	A	0.539	A	0.018	NO
6	Figueroa St	Exposition Park Dr/39th St	Weekday AM	0.891	D	0.893	D	0.002	NO
			Weekday PM	0.744	C	0.753	C	0.009	NO
7	Figueroa St	Martin Luther King Jr Blvd	Weekday AM	1.136	F	1.145	F	0.009	NO
			Weekday PM	1.091	F	1.100	F	0.009	NO
8	Flower St/I-110 Off-Ramp	Exposition Blvd	Weekday AM	0.412	A	0.414	A	0.002	NO
			Weekday PM	0.724	C	0.734	C	0.010	NO
9	Flower St	37th St	Weekday AM	0.348	A	0.348	A	0.000	NO
			Weekday PM	0.429	A	0.429	A	0.000	NO
10	Hope St	37th St	Weekday AM	0.567	A	0.567	A	0.000	NO
			Weekday PM	0.595	A	0.595	A	0.000	NO
11	I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.701	C	0.705	C	0.004	NO
			Weekday PM	0.586	A	0.606	B	0.020	NO
12	Hill St/I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.791	C	0.792	C	0.001	NO
			Weekday PM	0.864	D	0.865	D	0.001	NO
13	Hoover St	Vernon St	Weekday AM	0.735	C	0.736	C	0.001	NO
			Weekday PM	0.535	A	0.538	A	0.003	NO
14	Figueroa St	Vernon St	Weekday AM	0.779	C	0.781	C	0.002	NO
			Weekday PM	0.675	B	0.678	B	0.003	NO

Attachment 2 3939 S. Figueroa St

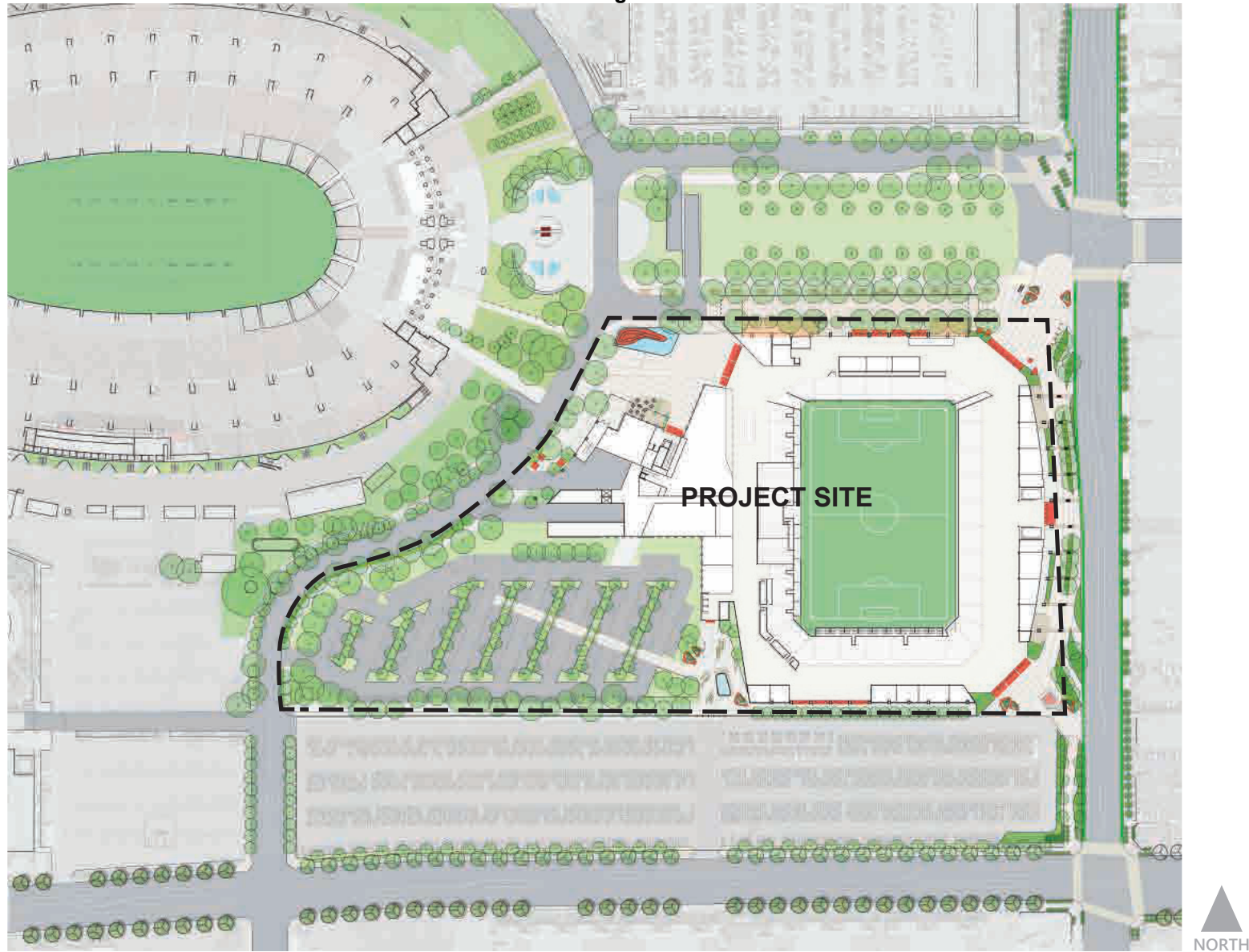
**TABLE 3
TRIP GENERATION ESTIMATE
LAFC PROGRAM ON A NON-EVENT WEEKDAY**

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]									Estimated Trip Generation								
			Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips					
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total			
Conference Facilities		10.0 ksf																		
Persons		261 prsns AM	3	100%	50%	0%	100%	10%	75%		1,121	131	0	261	43	323	430			
Gross vehicles		430 prsns PM	1.00	0.50			0.50			per person	1,121	66	0	66	22	162	184			
Internal capture [c]		[b]	16%		0%	0%		53%	19%		(175)	0	0	0	(12)	(31)	(43)			
Transit credit [d]			15%	15%			15%				(142)	(10)	0	(10)	(2)	(20)	(22)			
Net External Conference											804	56	0	56	8	111	119			
Hall of Fame	580 [g]	0.0 ksf AM [i] 40.0 ksf PM	5.80	0.89	86%	14%	0.58	16%	84%	per ksf	232	0	0	0	4	19	23			
Internal capture [c]			52%		0%	0%		83%	49%		(121)	0	0	0	(3)	(9)	(12)			
Transit credit [d]			15%	15%			15%				(17)	0	0	0	0	(2)	(2)			
Net External Hall of Fame											94	0	0	0	1	8	9			
Hall of Fame Store	826 [h]	0.0 ksf AM [i] 15.0 ksf PM	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	665	0	0	0	18	23	41			
Internal capture [c]			68%		0%	0%		87%	51%		(454)	0	0	0	(16)	(12)	(28)			
Transit credit [d]			15%	15%			15%				(32)	0	0	0	0	(2)	(2)			
Pass-by from net trips [e]			10%	10%			10%				(18)	0	0	0	0	(1)	(1)			
Net External Hall of Fame Store											161	0	0	0	2	8	10			
Other Retail (fronting Figueroa)	826 [h]	0.0 ksf AM [i] 3.0 ksf PM	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	133	0	0	0	4	4	8			
Internal capture [c,f]			15%		0%	0%		15%	15%		(20)	0	0	0	(1)	(1)	(2)			
Transit credit [d]			15%	15%			15%				(17)	0	0	0	0	0	0			
Pass-by from net trips [e]			10%	10%			10%				(10)	0	0	0	0	0	0			
Net External Other Retail											86	0	0	0	3	3	6			
Other Retail (not fronting Figueroa)	826 [h]	0.0 ksf AM [i] 12.0 ksf PM	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	532	0	0	0	15	18	33			
Internal capture [c]			67%		0%	0%		87%	51%		(355)	0	0	0	(13)	(9)	(22)			
Transit credit [d]			15%	15%			15%				(27)	0	0	0	0	(1)	(1)			
Pass-by from net trips [e]			10%	10%			10%				(15)	0	0	0	0	(1)	(1)			
Net External Other Retail											135	0	0	0	2	7	9			
Quality Restaurant	931	0.0 ksf AM [i] 6.0 ksf PM	89.95	0.81	82%	18%	7.39	67%	33%	per ksf	540	0	0	0	29	15	44			
Internal capture [c]			43%		0%	0%		43%	43%		(233)	0	0	0	(13)	(6)	(19)			
Transit credit [d]			15%	15%			15%				(46)	0	0	0	(2)	(1)	(3)			
Pass-by from net trips [e]			10%	10%			10%				(26)	0	0	0	(1)	(1)	(2)			
Net External Quality Restaurant											235	0	0	0	13	7	20			
High-Turnover Sit-Down Restaurant	932	0.0 ksf AM [i] 5.0 ksf PM	127.15	11.52	62%	38%	12.92	51%	49%	per ksf	636	0	0	0	33	32	65			
Internal capture [c]			43%		0%	0%		43%	43%		(274)	0	0	0	(14)	(14)	(28)			
Transit credit [d]			15%	15%			15%				(54)	0	0	0	(3)	(3)	(6)			
Pass-by from net trips [e]			20%	20%			20%				(62)	0	0	0	(3)	(3)	(6)			
Net External High-Turnover Rest.											246	0	0	0	13	12	25			
Fast Food Rest. (fronting Figueroa)	933	0.0 ksf AM [i] 1.5 ksf PM	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60			
Internal capture [c,f]			15%		0%	0%		15%	15%		(161)	0	0	0	(5)	(4)	(9)			
Transit credit [d]			15%	15%			15%				(137)	0	0	0	(4)	(4)	(8)			
Pass-by from net trips [e]			50%	50%			50%				(388)	0	0	0	(11)	(11)	(22)			
Net External Fast Food											388	0	0	0	11	10	21			
Fast Food Rest. (not fronting Figueroa)	933	0.0 ksf AM [i] 1.5 ksf PM	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60			
Internal capture [c]			43%		0%	0%		43%	43%		(465)	0	0	0	(13)	(13)	(26)			
Transit credit [d]			15%	15%			15%				(91)	0	0	0	(3)	(2)	(5)			
Pass-by from net trips [e]			50%	50%			50%				(259)	0	0	0	(8)	(7)	(15)			
Net External Fast Food											259	0	0	0	7	7	14			
Office	710	25.0 ksf	11.03	1.56	88%	12%	1.55	17%	83%	per ksf	276	34	5	39	7	32	39			
Internal capture [c]			12%		0%	0%		48%	13%		(33)	0	0	0	(3)	(4)	(7)			
Transit credit [d]			15%	15%			15%				(36)	(5)	(1)	(6)	(1)	(4)	(5)			
Net External Office											207	29	4	33	3	24	27			
PROJECT TOTAL											2,615	85	4	89	63	197	260			

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation*, 9th Edition, 2012, unless otherwise noted.
- Conference facility trip estimates assume a morning function with 50% of attendees arriving during the AM peak hour, an afternoon function with 75% of attendees departing during the PM peak hour, an evening function with 10% of attendees arriving during the PM peak hour, and an average vehicle occupancy (AVO) of 2.0 attendees per vehicle. Functions generating trips during the weekday AM peak hour will be limited to 320 attendees.
- Internal capture represents the percentage of trips between land uses that occur within the site. Estimated using internal capture rates from ITE *Trip Generation Handbook*, 3rd Edition, 2014, Tables 6.1 and 6.2, balanced to the constrained end of the internal trip. Considers internalization between the various Project uses as well as between the Project and the California Science Center.
- LADOT's *Traffic Study Policies and Procedures*, August 2014, state that a 15% transit credit may be taken for projects within 1/4 mile of a transit station or rapid bus stop. The Expo Park/USC LRT station, the Harbor Transitway 37th St/USC station, and Metro Rapid 754 on Vermont individually are each beyond 1/4 mile but are each within 0.30 to 0.37 miles. Given the proximity of all three services, however, the combined effect of the three is considered to be 15%.
- Source for pass-by credits: Attachment I of LADOT's *Traffic Study Policies and Procedures*, August 2014.
- Internal capture for fast food restaurant and other retail possibly along the Figueroa Street frontage capped at 15% to reflect the potential that these uses attract a greater level of external trips given their location.
- No daily rate available from ITE for museum. Daily rate assumed to be 10 x PM peak hour rate.
- Specialty retail (ITE code 826) used for museum store and other retail (used AM rate from code 820 since no AM rate is available for code 826).
- The Hall of Fame, Hall of Fame Store, other retail, quality restaurants, high-turnover sit-down restaurants, and fast food restaurants will not open for business until mid- to late-morning and thus will generate negligible trips during the AM peak hour.

Attachment 3
3939 S. Figueroa St



Source: Gensler, 2015.



Figure 2A
Conceptual Site Plan—Parking Option